

Ship Side Cold Ironing Funding Information

General

Applicants for the Shore Power funding program are subject to a cost-effectiveness cap of \$16,400 per weighted ton of emission reductions. A demonstration of usage must include, for shore-side transformer funding, the names of vessels that are able and committed to the use of shore power for a specific number of visits and hours. Applicants for on-ship retrofit funding must demonstrate availability of shore power and commit to a number of vessel visits and hours per year. The commitment of hours made by the applicant must be used in the project cost-effectiveness calculation and must be required by the contract between the applicant and the District.

Eligible shore power projects

Funding is available to reduce emissions from auxiliary engines in oceangoing vessels at California ports, qualifying projects can receive up to **100 percent** of on-board (non-transformer) retrofit costs specifically required to allow the vessel to plug in to shore power, and up to **50 percent of transformer costs** (on board or dockside) if completed in advance of a regulatory compliance deadline.

Applications that are determined to be **complete** will be evaluated on a first come first served basis. All applicants will receive application completeness notifications within 5 business days via email, fax or mail. If you do not hear from the District within 5 business days of delivery, please contact the District immediately

What can I do now, before I start my application?

- Read the Air District Carl Moyer Program Overview Fact Sheet for rules that apply to all project types available from the District and online at <http://www.baaqmd.gov/shorepower>
- Understand any applicable state fleet rules that may apply to your fleet.
- Start collecting information needed for your application
- Contact vendors to discuss possibilities for your project
- Review the California Air Resources Board (ARB) 2008 Carl Moyer Program Guidelines Chapter Nine “Marine Vessels”. The Guidelines are on the ARB webpage <http://www.arb.ca.gov/msprog/moyer/moyer.htm>.
- Contact the District with any additional questions.

If you have any questions regarding this program or the application process, please contact Stacy Shull by phone at **(415) 749-4955** or by e-mail at: sshull@baaqmd.gov

Ship Side Cold Ironing Program Quick-Reference Guide

For questions or more information, please contact Stacy Shull
sshull@baaqmd.gov or 415-749-4955

Eligible Projects and Costs			
Eligible Shore power projects	<ul style="list-style-type: none">– Vessel retrofit to accept shore power while docked– Transformer and associated equipment purchase		
Eligible Vessels	<ul style="list-style-type: none">– Regulated ocean going-vessels including Container ships, Passenger ships (cruise), refrigerated cargo ships (focus for this funding will apply to these vessels)– All other ocean-going vessels– Ferries, Tugs, Tow, Work / Crew, Research, Commercial and Charter Fishing, and Excursion vessels, barges (self-propelled)		
Who can apply?	<ul style="list-style-type: none">– Port authority– Terminal operator– Marine vessel owner or authorized operator		
Invoices	<i>Invoices must include:</i> <ul style="list-style-type: none">– Itemized list of eligible project costs– Detailed summary of projected costs in budget format– Hourly rate, and number of hours for labor charges		
Eligible Shore Power Costs	<ul style="list-style-type: none">– Vessel retrofit costs specifically required for the vessel to accept shore power– Transformer costs (to be defined further)		
Ineligible Shore Power Costs	<ul style="list-style-type: none">– Modifications or enhancements made to the shore-side electrical infrastructure needed to bring power to the terminal.– The Carl Moyer Program will not pay for energy costs (fuel or electricity), shore power routine maintenance, or labor costs for connection and disconnection of the vessel to shore power.		
Project Requirements			
Project life & service of equipment	<ul style="list-style-type: none">– A demonstration of usage must include, for shore-side transformer funding, the names of vessels that are able and committed to the use of shore power for a specific number of visits and hours.– Estimated berthing time shall include the time needed to connect and disconnect the vessel to shore power.– Applicants for on-ship retrofit funding must demonstrate availability of shore power and commit to a number of vessel visits and hours per year.– Shore power projects have a maximum project life of 20 years. A longer project may receive case-by-case approval if applicants provide justifying documentation. The maximum project life does not consider regulatory requirements and may be shorter. (see surplus emission reduction requirement)		
SUBJECT to the Shore Power Regulation?	<ul style="list-style-type: none">– Oceangoing vessels and terminals subject to the ARB Shore Power Regulation must use a project life which concludes no later than the regulation’s initial compliance deadline unless it can be demonstrated that surplus emission reductions will be achieved beyond the initial compliance date of 2014.		
Surplus Emission Reduction Requirement	<ul style="list-style-type: none">– Terminal and vessel plans required by the ARB MUST be submitted along with the application.		
Table 9-2 Maximum Project Costs Eligible for Program	Project Type		Maximum Eligible Funding
	Shore power transformer purchase		50 Percent
	Shore power vessel retrofit hardware		100 Percent

Funds	
Cost-effectiveness	Projects must meet a cost-effectiveness of \$16,400 per weighted ton of NOx, ROG and PM10 reduced to be eligible.
Area of activity	The shore power project must take place within the BAAQMD jurisdiction to receive funding.
Exceptions	Any project demonstrating surplus, real, quantifiable and enforceable emission reductions may be considered on a case-by-case basis by ARB even if the general Carl Moyer Program requirements are not met.
ARB Shore Power Regulation	
Who needs to comply with the Shore Power Regulation?	Passenger ships (cruise), refrigerated cargo ships, container ships, terminal operators, port authorities.
More information on the ARB Regulation?	http://www.arb.ca.gov/ports/shorepower/shorepower.htm